



**RJ-151405-103 JT GLADIATOR REAR AXLE GEOMETRY CORRECTION BRACKET KIT
INSTALLATION INSTRUCTIONS & TECHNICAL MANUAL**



Thank you for purchasing our Geometry Correction Kit for all years and models of the Jeep JT Gladiator! Using basic hand tools, these components easily install onto all factory axle housings.

Kit Includes

- 1) RJ-151405-1.....Left Inner Bracket Plate
- 1) RJ-151405-2.....Right Inner Bracket Plate
- 1) RJ-151405-3.....Left Outer Bracket Plate
- 1) RJ-151405-4.....Right Outer Bracket Plate
- 4) RJ-501103-1.....16mm-1.5 x 110mm Long Bolt
- 8) CE-98023A035.....5/8" Flat Washer
- 2) RJ-514000-7......875" OD x .635" ID x 2.402 Long Spacer
- 4) RJ-502103-1.....16mm-1.5 Stover Nut

Tools Required

- 21mm Wrench
- 24mm Wrench
- 21mm Socket (1/2" Drive)
- 24mm Socket (1/2" Drive)
- 1/2" Drive Ratchet and/or 1/2" impact wrench
- Breaker Bar
- Torque Wrench
- Floor Jack
- Jack Stand

Torque Specs.

- Top bolt on new brackets.....185 ft. lbs.
- Middle bolt on new brackets.....230 ft. lbs.
- Bottom bolts on new brackets.....230 ft. lbs.
- R upper control arm @ frame.....200 ft. lbs.
- R lower control arm @ frame.....185 ft. lbs.



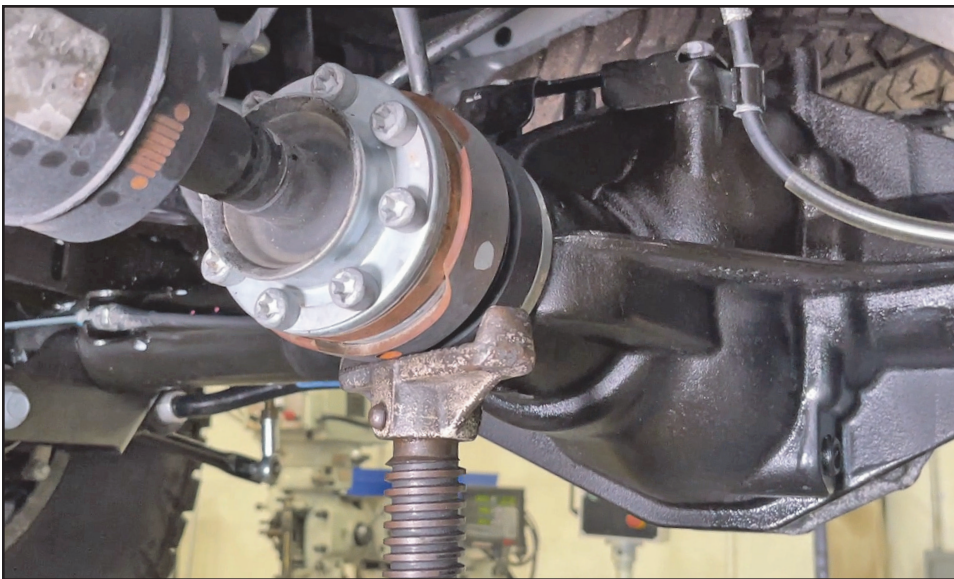
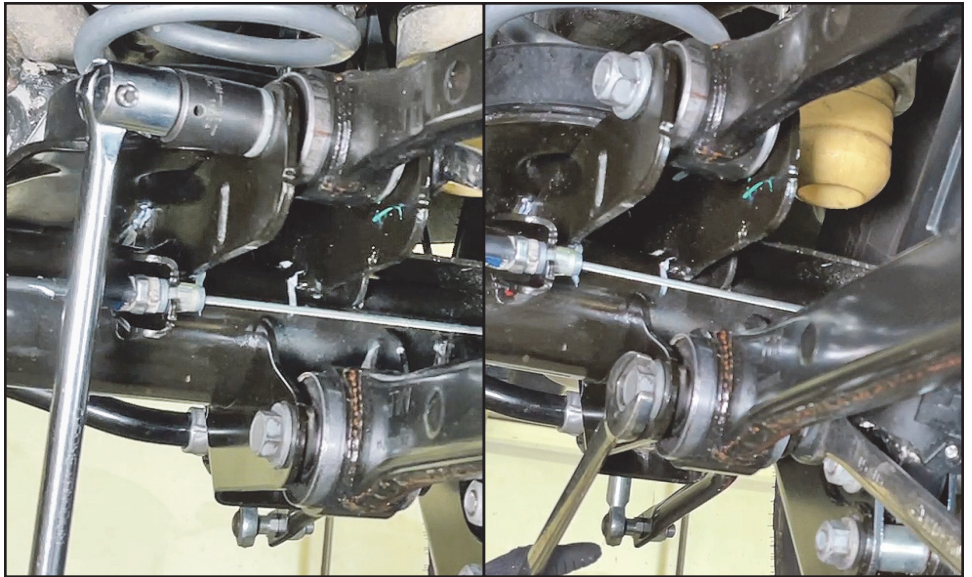
Step 1

Note: being that installation process of this product is identical on both sides, we'll only be illustrating one side's installation. Simply repeat every step on the other side.
Start by loosening the upper, and then the lower control arm bolts at the frame.
Do not remove the bolts.



Step 2

Continue by loosening the upper, and then the lower control arm bolts at the axle. You may loosen them to finger tight, but do not remove at this time.

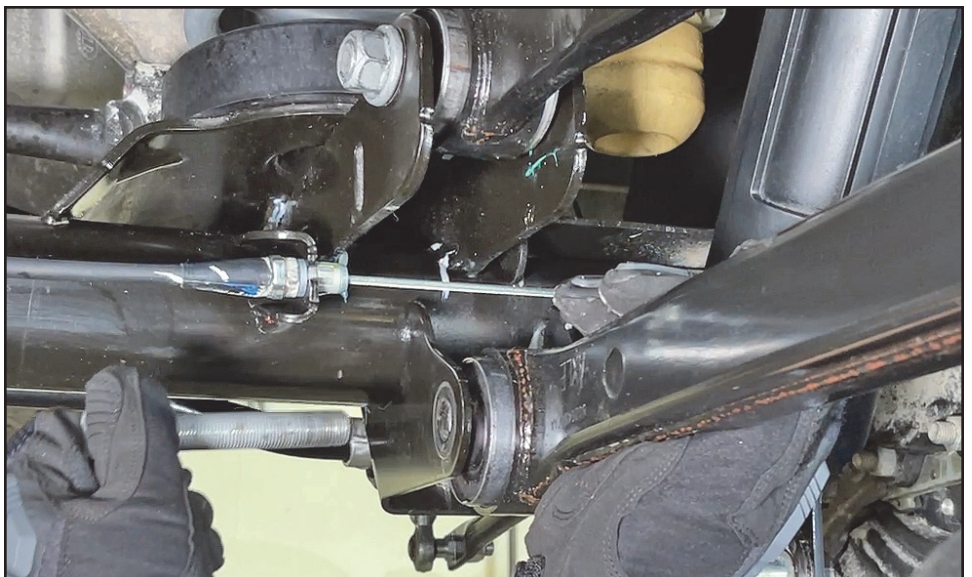


Step 3

In preparation for removing the ends of the control arms from the differential, support the axle's pinion yoke with a jack / jack stand to prevent it from rotating when a control arm is removed.

Step 4

Remove the lower control arm bolts and allow the arms to hang down out of the axle brackets.

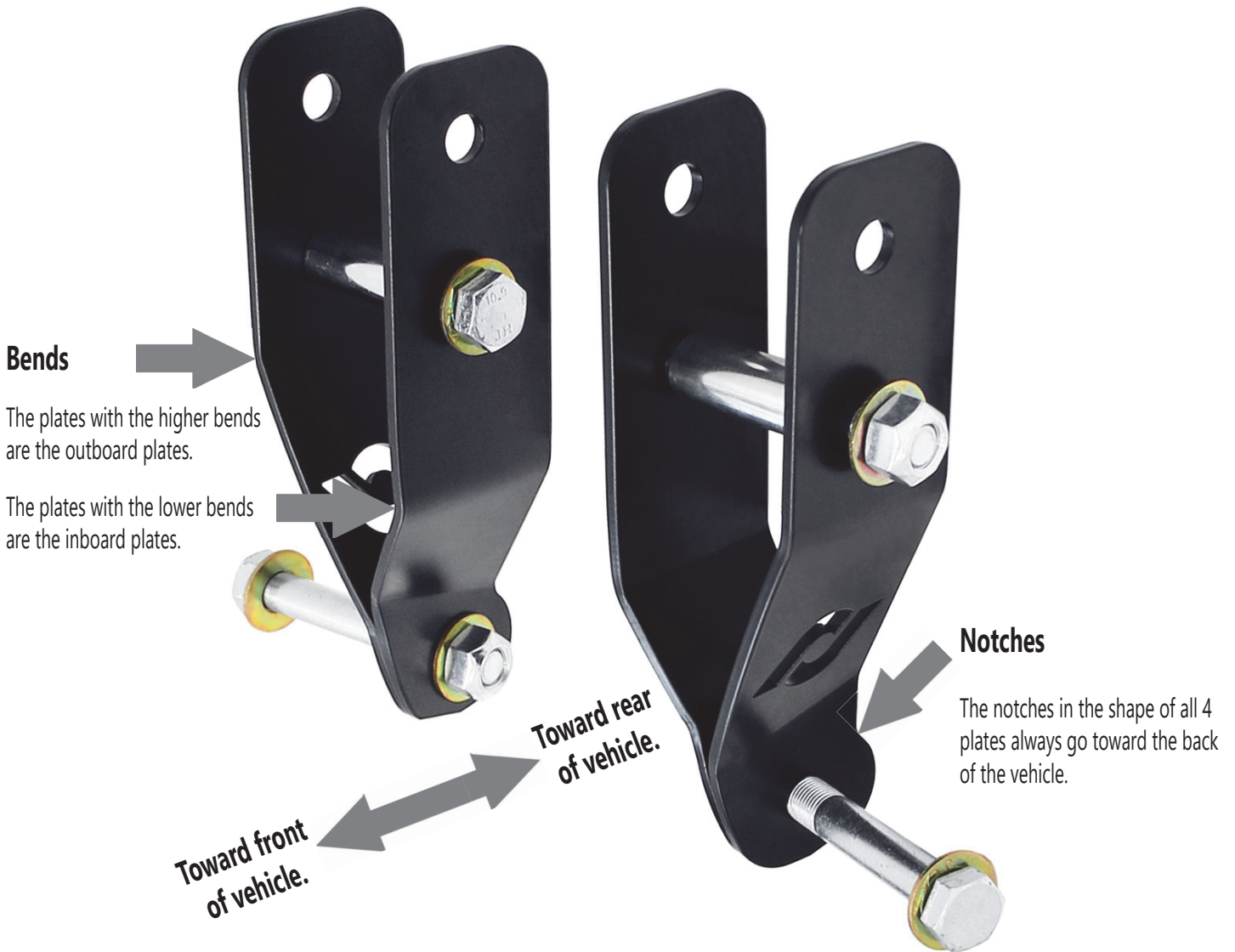


Step 5

The lower control arm axle bolts and nuts that you just removed may be discarded. You will install new bolts and washers and nuts that are included in this kit in this location.

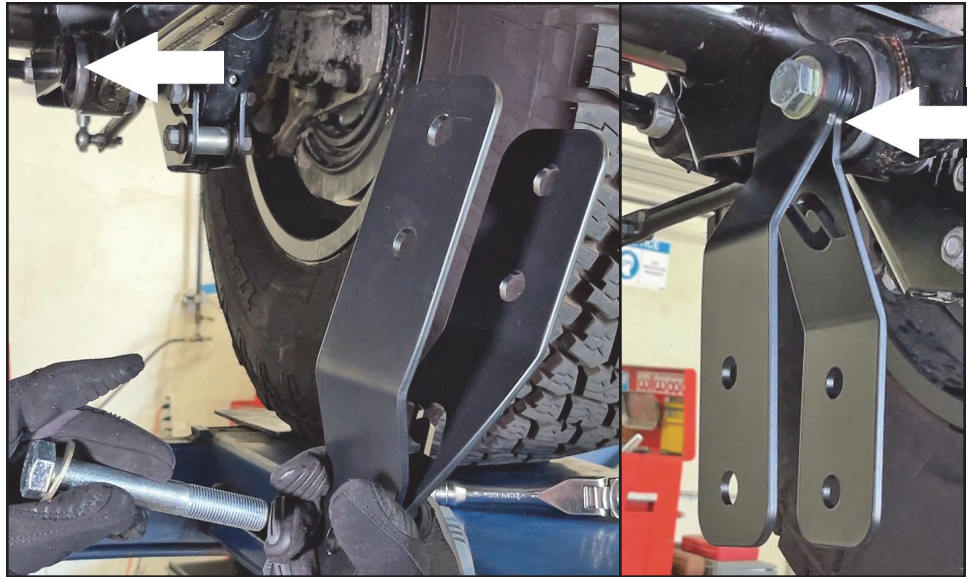


Understanding bracket orientation:



Step 6

Have a new bolt and washer ready, pre-assemble the brackets together as previously illustrated, push the lower control arm back up into place in the axle bracket and then install the bolt thru the bottom tip of the brackets and then thru the lower control arm bracket and arm.



Step 7

Install another new washer and stover nut onto the new bolts. No need to tighten at this time.

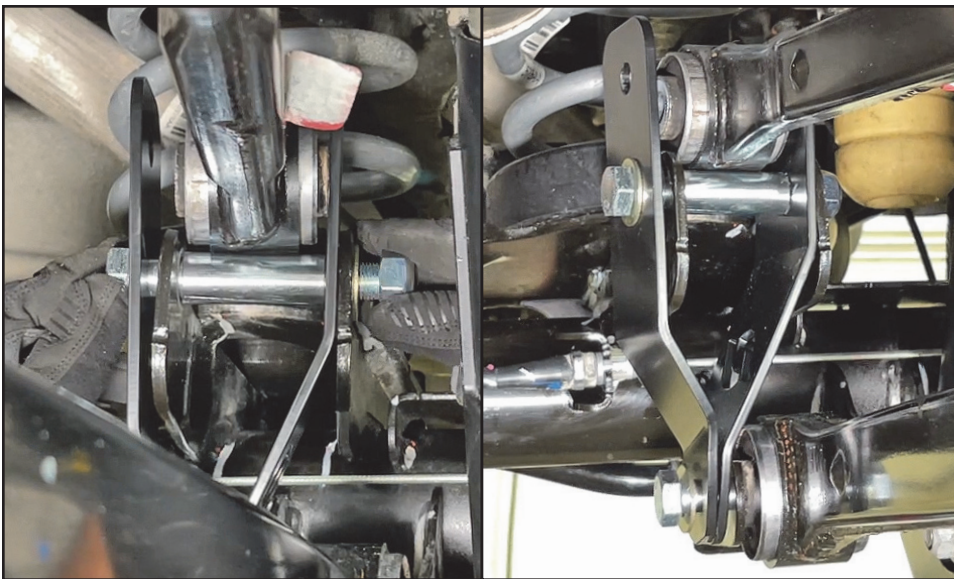
Step 8

Next remove the upper control arm bolts and then push the ends of the upper control arms upward out of the axle brackets. Retain these bolts and nuts for reuse later!



Step 9

Next, prepare the remaining 2 new bolts by installing a washer and have the spacer sleeves included in this kit handy.



Step 10

Flip the new brackets upward toward the upper control arm bracket. Note in the far left picture the orientation of the new brackets and axle bracket. Both plates of the new brackets go inboard (toward the center of the car) in relation to the factory axle bracket leg that they are mat-ing up to.

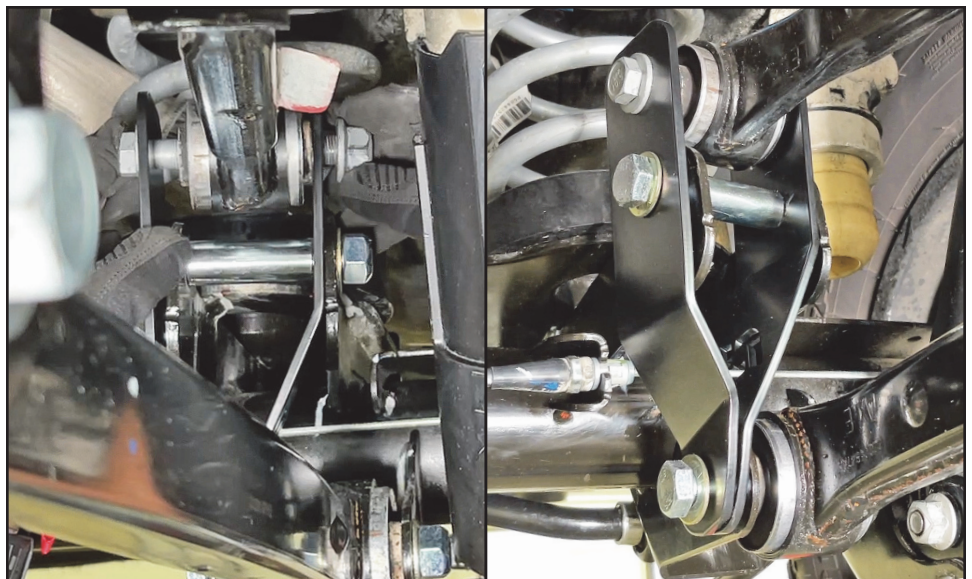
Insert the new sleeves as shown and slide the new bolts thru all of it, installing another washer and stover nut to hold it all in place.

The near left picture shows what you should be seeing once this step is completed.

Step 11

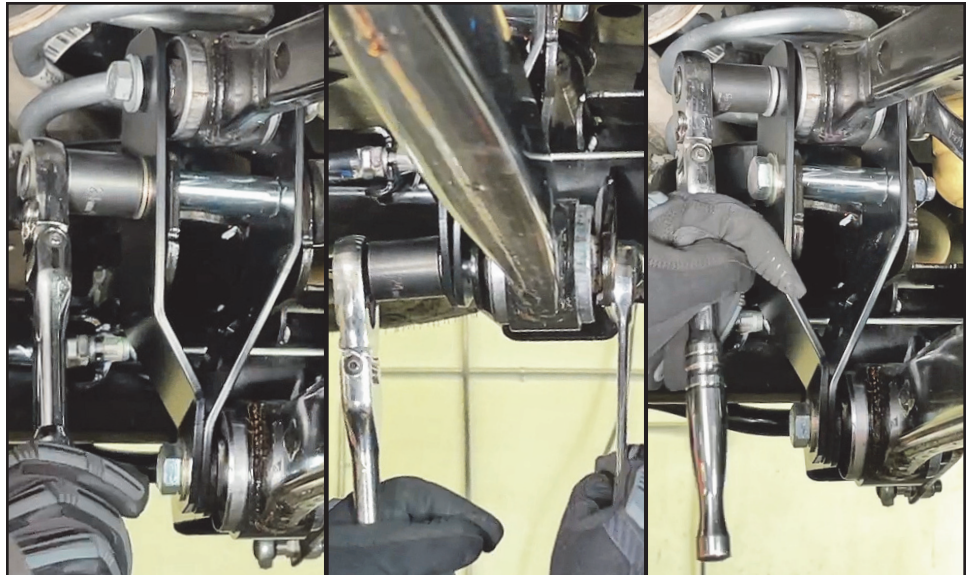
Drop the upper control arms into the tops of the new brackets. Reinstall their factory bolts and nuts that you retained in Step 8, as shown in the near right picture.

The far right picture shows what you should be seeing once this step is completed.



Step 12

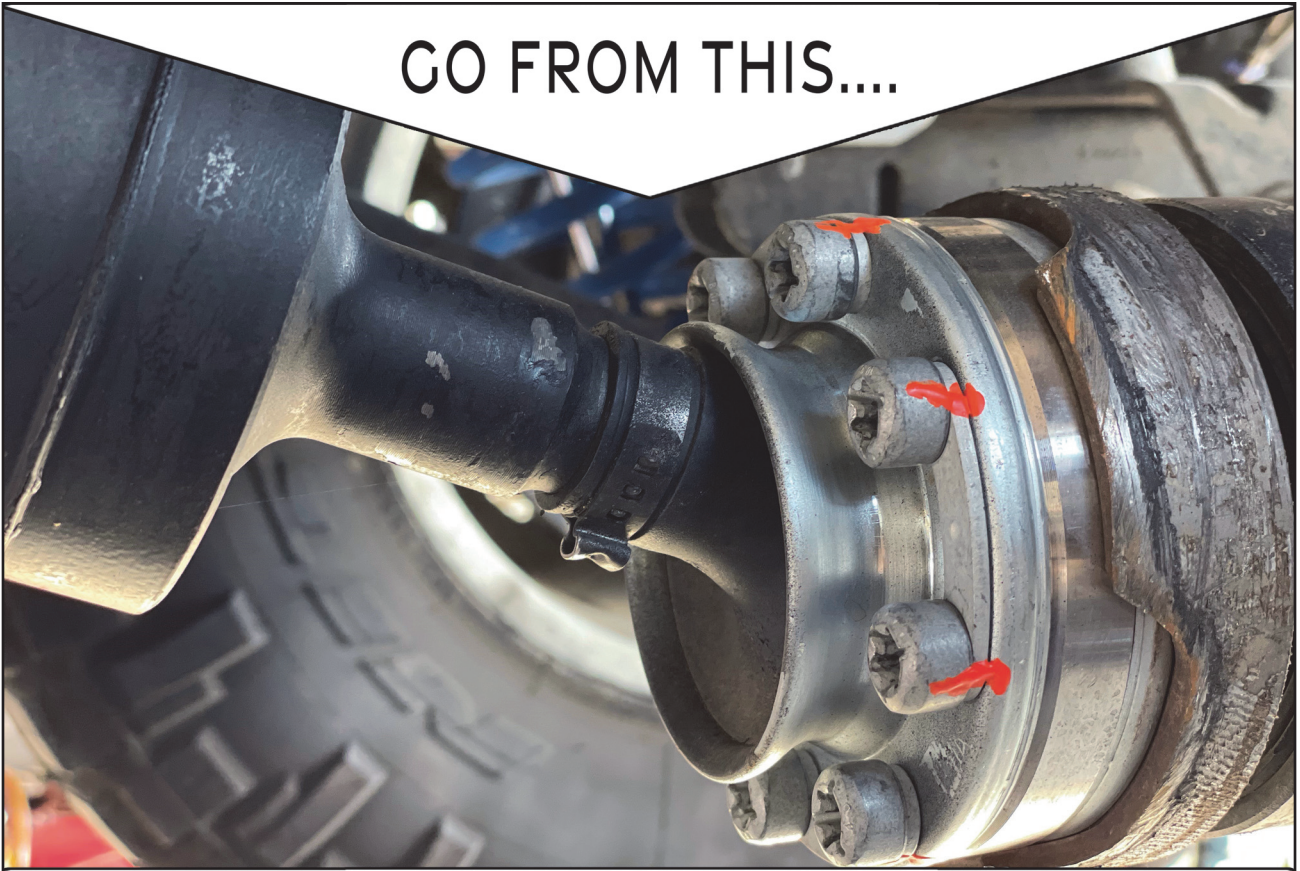
As the order illustrated in the 3 pictures to the right show, tighten the middle bolts first, the lower bolts second and the top bolts last.



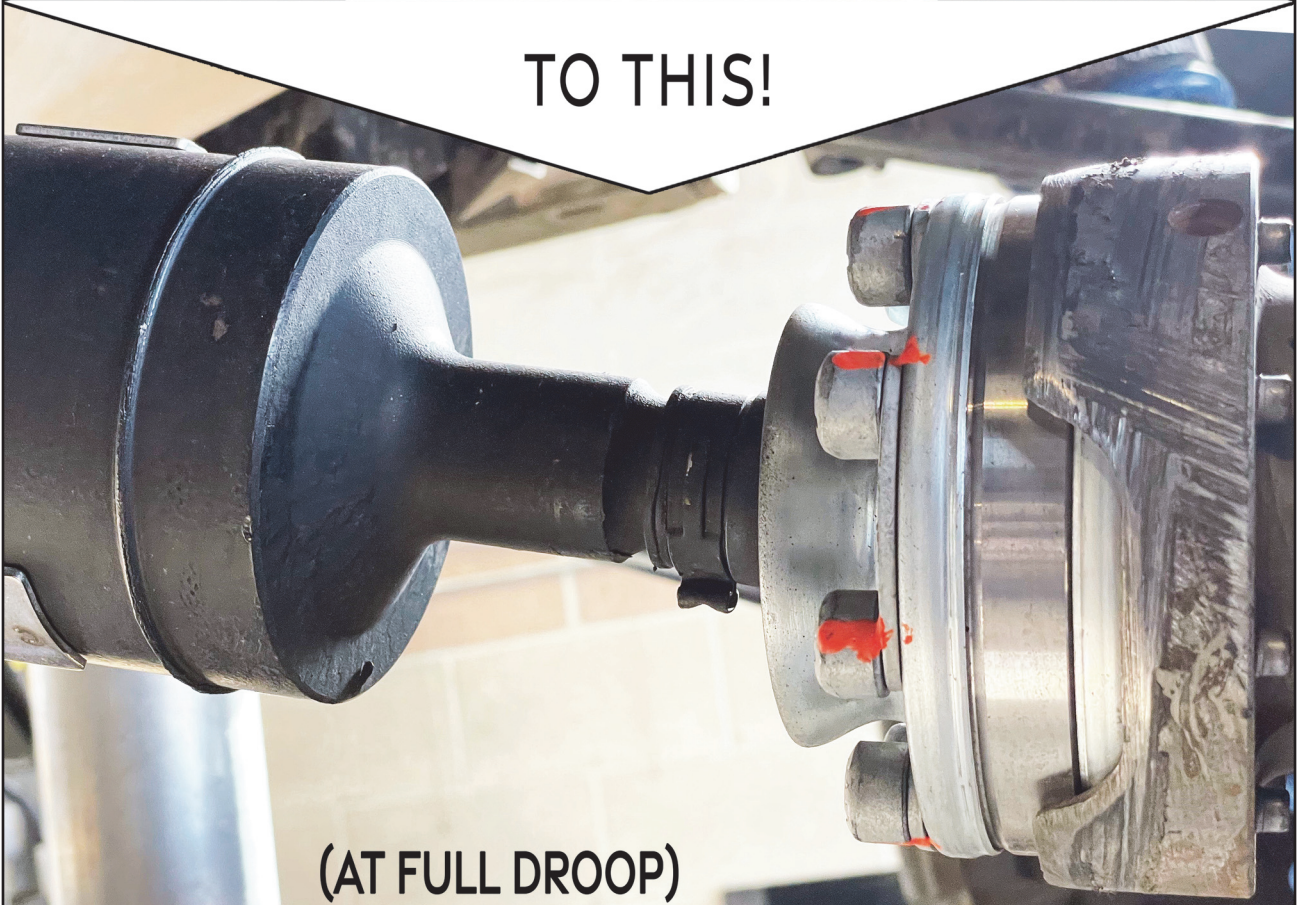
Step 13

Lastly, you'll need to torque all of the bolts. Again, on the axle brackets, go in the order of middle bolt, bottom bolt, top bolt. Then you'll retorque the frame ends of your control arm bolts to factory spec. (no specific order on torquing top or bottom on the frame bolts).

GO FROM THIS....



TO THIS!



(AT FULL DROOP)